

Rites to Mark Airport Growth

Your Complete Community Newspaper
Every Sunday and Thursday

Verified **VAC** Audit 1

Greatest Circulation By Far
Only Audited Mass
Coverage of Torrance

Torrance Herald

Serving Greater Torrance — Capital City of the Great Southwest

Reds and U.S. Aid
In Latin America
(See Morley, Page 49)

50th Year — No. 91

★ ★

OFFICE AND FLANT, 1619 GRAMERCY AVE. — TORRANCE, CALIFORNIA, THURSDAY, NOVEMBER 14, 1963

10c Per Copy 56 PAGES

ANTI-JET ORDINANCE ASKED

Homeowners Look Ahead To Jet Age

Property owners in the Southwood Riviera tract have asked the City Council to adopt an ordinance prohibiting the use of Torrance Municipal Airport by jet aircraft. In a letter addressed to the council, the Southwood Riviera Homeowners Assn. said the "prospect of jet and prop-jet aircraft using the airport seriously concerns all the property owners for miles around the airport." The association cited the events in Inglewood, Lennox, Westchester, and Playa del Rey, and said, "We don't want what happened there to happen in Torrance."

The association has been studying the airport situation for some time, and fears that jet aircraft will make the airport a regular operating area prompted the request, William Uerkwitz, president of the group, has said the use of the airport jeopardizes both property values and personal comfort. "They pose a serious safety problem, too," added Uerkwitz.

COUNCILMEN voted to refer the letter to the Airport Commission for study and a recommendation. Wade Peebles, city manager, told the council that airport records indicate a total of seven jet landings and takeoffs during a one-year period. Total operations for the year were more than 210,000 landings and takeoffs, said Peebles. Uerkwitz, in answer to a question raised by the council, said the homeowners were "not too much concerned with what's there now; it is the future which concerns us."

Eugene Holderman, Chief FAA controller at the airport, told The HERALD yesterday that the FAA is responsible only for traffic control around the airport. He also said he had told the homeowners that clearance for a landing would (Continued on Page 4)

CAB Joins FAA Probe Into Crash

Officials of the Civil Aeronautics Board have joined local Federal Aviation Agency investigators in trying to determine the cause of last Friday's airplane crash near Torrance Municipal Airport.

Meanwhile, the County Coroner's office reported it had identified all four persons who died amid the flames of the wreckage.

The victims, three men and a woman, were identified as Charles Orrin Ransford, 25, of Los Angeles; Harold Charles Vogler, 41, of Manhattan Beach; David Sachleford, 31, of Manhattan Beach; and Miss Linda Clay, whose age and address are unknown.

Vogler was a pilot for United Air Lines. He reportedly had asked the other three to join him in a check-out flight which was to have lasted less than 30 minutes.

Eileen Lovell Cotton Maid

Eileen Lovell of Harbor City will travel to Fresno as Harbor College's representative in the Maid of Cotton contest Friday through Sunday.

Eileen, a business major and history minor, has attended Harbor for two years.

DAVID PACK SALUTED FOR CARRIER DUTIES

Eleven-year-old David Pack, son of Mr. and Mrs. Robert W. Pack of 2855 Gramercy Ave., is busy with his schoolwork, building balsawood airplanes, and flying free-flight and U-control aircraft, but he still manages enough time to handle a Torrance Herald newspaper route each Sunday and Thursday morning. In fact, he handles it quite well, thank you.

David was selected by Circulation Manager Darrell Westcott as his best carrier for the month of October.

"In addition to providing fine delivery service, David presents an outstanding example of neatness in appearance and manners when dealing with his customers," Westcott said. "He is the kind of young businessman you would like to have calling at your home," he added.

David is a sixth grader at Howard Wood School. He plays with minor league Giants in the Torrance National Little League and is a member of Boy Scout Troop 211. He has a



DAVID PACK
Carrier of Month

Ceremonies To Dedicate New Runway

Dedication of a new 3,000-foot runway and 5,000 feet of taxiway has been scheduled at Torrance Municipal Airport beginning at 11 a.m. Friday. Dedication will mark the construction of the third Federal Airport Aid Project at the local field, according to Airport Manager Jack Egan.

Tomorrow's ceremonies are scheduled to get under way when pilot E. G. "Slim" Kidwell and Homer B. Morgan, president of the Airport Commission, land in a Torrance-built Derringer slicing a ribbon.

Mayor Albert Isen will preside over dedication formal-

ities and Airport Commissioner Joe Doss will serve as master of ceremonies, Egan said.

OTHERS ON the formal program include Councilmen Kenneth Miller of the council's airport committee who will lead the pledge; the Rev. Hugh R. Percy of St. Andrew's Episcopal Church who will offer an invocation; George Post, president of the Torrance Chamber of Commerce, who will introduce special guests; and Edward C. Marsh, deputy regional director of the Federal Aviation Agency, who will address the crowd.

The Rev. David O. Beadles, pastor of the Walteria Community Methodist Church, will give the benediction following the ceremonies.

THE AIRPORT, acquired from the federal government in 1948, was operated under contract until 1958 when the city assumed operations with its own staff. Control tower operations was established that same year, and a new control tower was opened with FAA operation in January, 1962.

Activity at the airport has increased steadily during the years and reached a total of 210,000 takeoffs and landings last year, making it the 18th busiest airport in the nation.

'Where Is Our Park?' Demands Hillside Area

After nine years in the Hillside area of south Torrance, residents are still waiting for a park. William W. King told the City Council Tuesday evening that the area has no recreation area, "and Walteria Park is three miles away."

Councilmen set aside \$99,000 last year to purchase land for the park, but hit a snag when negotiations with the property owner fell through.



ADVANCE SAMPLE . . . Patrick Atha, 8, son of Mr. and Mrs. Robert Atha gives YMCA Good Neighbor Breakfast worker Stan Remelmeier an advance sample of what can be expected at the 16th annual Good Neighbor Breakfast which will be held from 6:30 to 11:30 a.m. Saturday in the YMCA building, 2080 Washington Ave., just west of the Arlington and Plaza Del Amo intersection. (Herald Photo)

Area Protests Beat Walteria Zoning Request

Walteria residents won another round Tuesday evening in their faithful battle against the omnipresent apartment.

After a lengthy hearing before the City Council, a petition submitted by Dan E. Butcher for rezoning of property located at Newton Street and Hawthorne Avenue was denied. The petition asked for a change of zone from A-1 to C-2.

A C-2 zone would permit both commercial developments and apartment units. Throughout the hearing, Butcher denied that he planned to build apartments.

THE ZONE change had been recommended for approval by the Planning Commission, provided a record of survey was submitted and a right-of-way for the realignment of Hawthorne Avenue be dedicated to the city.

Walteria residents opposed the zone change because they feared Butcher would build

apartments. They had asked that the zone change be granted only if a precise plan was submitted, but Butcher refused to stipulate to the precise plan. A move to rezone the property to C-3 (straight commercial) failed when Butcher told the council he would accept C-3 only if conditions were attached. That included dedication of the Hawthorne right-of-way.

THE MORE than 150 Walteria area property owners in the audience sprouted signs saying "Don't Butcher Torrance" during the hearing, and applauded loudly when the council denied the zone change.

Councilman Nicholas Drahe had moved to grant the zone change, subject only to the record of survey and right-of-way dedication. Drahe said the city would get \$90,000 in land and cited existing C-2 zones on Hawthorne Avenue in the area. He also said it would eliminate "a big eyesore." J. A. Beasley seconded the motion, which failed on a 2-5 vote.

Inside The Herald

AFTER HOURS	49
AMUSEMENTS	34
ARMED FORCES	18
BOOKS	49
ROYCE BRIER	49
CHURCH CALENDAR	41
COMICS	41
CONNOLLY	31
EDITORIALS	49
ENTERTAINMENT	34
WILLIAM HOGAN	49
ART HOPPE	34
KNIGHT	28
KNOW YOUR TRAFFIC	22
ANN LANDERS	25
LAW IN ACTION	17
LEGAL NOTICES	42
MORNING REPORT	49
REG MANNING	49
JOHN MORLEY	49
MORNING REPORT	49
OBITUARIES	5
O'FLAHERTY	40
OPINIONS OF OTHERS	49
PUBLIC NOTICES	42
QUOTES	49
SCOUT NEWS	14
SOCIETY	25-27
SPORTS	37-39
TELEVISION	40
WANT ADS	42-48

A Penny for your Thoughts

The Pennies photographer asked several members of a citizenship class at Torrance Evening High School, "Why do you want to become a citizen of the United States?"

Balzar Vosgerichian, 2313 Carson St.: "The First World War took my parents and my country from me. Since then I have traveled a lot and I like America best because I am free here. No one bothers anyone else in America."

Clara Lemmenz, 21423 S. Water St.: "I think you have a lot more opportunity in finding a job when you become a citizen. When you have children, they are born citizens and I think it is good that the parents become citizens of the same country."

Alberto Chichinsky, 2822 Redondo Beach Blvd.: "I want to become an American citizen because I like this country. It is democratic in its ways and has a high standard of living."

Otto H. Koring, 23409 Evelyn Ave.: "I want to become a citizen of the United States because my family and I want very much to enjoy the freedom and liberty of this great state."

Mrs. Hilde Awik, 2462 W. 237th Place: "I think freedom of speech is one of the most important advantages we have in the United States. We can afford many more privileges in our daily life." (Continued on Page 4)

Carson Chamber To Meet Monday

The Carson Chamber of Commerce will meet Monday evening at 8 p.m., according to Paul Schneider, president of the group.

HERALD PHONE NUMBERS
NEWS FA 8-4000
SOCIETY FA 8-5164
CLASSIFIED FA 8-4000
(Ask for Ad-Taxer)
For Home Delivery
Phone FAifax 8-4000

Lost Zone Case Gets City Snub

The case of the mysterious zone came before the City Council again Tuesday evening, but councilmen told the petitioner they could not hear him without prejudicing the case.

William E. Foster, representing residents on the south side of 230th Street, west of Crenshaw Boulevard, told the council he had waited until after midnight last week at a Planning Commission meeting, before being told the case would not be discussed.

FOSTER ALSO said he had been invited to a work session of the Planning Commission, but was told he could not speak.

Property owners in the area purchased their large lots when they were zoned R-3, but when one of them tried to get a permit to construct additional units, he discovered the property had been rezoned R-1, or so the planning department thinks.

COUNCILMEN had asked that proceedings be started to rezone the area back to R-3 with precise plans required. Charles Shartle, planning director, told the council the Planning Commission "is reluctant to do this" and has asked a meeting with the council to discuss precise plans.

A meeting will be arranged for 7:30 p.m. prior to an 8 p.m. council meeting, but in the meantime, Foster and his neighbors are waiting.

Tax for Transit Demands Rejected by Assemblyman

Demand of the Metropolitan Transit Authority for the power to levy general property taxes to subsidize operation of a rapid transit system in the Southland was characterized yesterday by Assemblyman Charles E. Chapel as "the most brazen, arrogant, selfish attempt to take money away from citizens I have ever heard."

Commenting on the recent two-day meeting of the Assembly Interim Committee on Transportation held in Los Angeles, Assemblyman Chapel said it was developed that MTA

wants to keep its tax exemption subsidy now in force, keep all fare-box receipts, develop an "in lieu" tax on automobiles, the power to levy taxes on real property, and to be the sole judge of where rapid transit lines should run, the schedules on which it runs, and the fares to be charged.

These demands were repeated over and over again during the two-day hearing in Los Angeles, Chapel said.

Neither spokesmen for MTA nor proponents for various systems have offered an accept-

able answer to the Southland's rapid transit problems, Chapel wrote in his weekly "Sacramento Report" column.

All of the talk about monorail, dual-rail, subways, buses, bus routes, parking lots for people who do not live near bus stops, and stations for the proposed new facilities are important but secondary to the primary subject, Chapel said.

Of major concern, he indicated, is who is going to pay for any proposed new system, how much will be paid, and how it will be paid.